

TO THE MASTER OF BERING ID,
CC: OWNERS VIA BIDSTED

PLSD TO ADVISE THAT WE HAVE FIXED VSLS NEXT EMPLOYMENT AS PER BELOW INSTRUCTIONS. IF YOU HAVE ANY QUESTIONS IN THIS RESPECT, PLS DO NOT HESITATE TO CONTACT THIS OFFICE.

VOYAGE NO.: 201305

CHARTERERS: METRO METALS NORTHWEST

C/P DTD: JULY 22, 2013

LAY/CAN: AUGUST 1-20 2013

LOAD PORT: ONE SAFE BERTH VANCOUVER, WA - USA
DRAFT AVAILABLE: NO RESTRICTIONS FOR THIS CARGO COMPOSITION

PLS ADVISE BEST ETA, AND PLS SEND DAILY NOTICE OF ARRIVAL VANCOUVER, WA, FROM DEPARTURE TAICANG.

DISCHARGE PORT: 1 SAFE BERTH/PORT FEAST - ACTUAL PORT TO BE NOMINATED 3 DAYS AFTER SAILING FROM LOADPORT. AS OF NOW ITENTIONS ARE MASAN S. KOREA .

DRAFT AVAILABLE: PLS CONSIDER 10.3 M SW AS OF NOW. PLEASE KINDLY PROVIDE THIS OFFICE A STOW PLAN BASIS 10.3 M SW AND 9.8 M FW AS CHARTERERS HAVE THAT OPTION AS WELL

SPEED/CONSUMPTION:

PLEASE KINDLY ADVISE YOUR ECO SPEED SO THAT WE MAY MAKE A DETERMINATION WHETHER TO RUN AT ECO OR FULL DESCRIBED SEA SPEED.

CARGO: MAXIMUM 26600 BULK SCRAP STOWING MAX 45'/MT INTENDED BREAKDOWN 9,000MT MIN/MAX SHREDDED AND 16,000 10% MORE OR LESS OWNERS OPTION HMS SCRAP .

PLS FORWARD BEST POSSIBLE STOWPLAN

PLS ENSURE THAT ALL HOLDS ARE CLEAN AND DRY AND IN EVERY RESPECT READY TO LOAD THE INTENDED CARGO.

NOTICE OF READINESS:
YOU ARE REQUESTED TO TENDER THE NOTICE OF READINESS ON ARRIVAL AT THE NOMINATED LOADING/DISCHARGING BERTH. SHOULD BERTH BE OCCUPIED ON ARRIVAL OR BERTHING BE DELAYED, THEN KINDLY BRING THE VESSEL AS CLOSE TO THE BERTH AS POSSIBLE AND TENDER NOR THERE.

ANY NOR TENDERED AT THE BERTH MUST REFER NOT ONLY TO THE TIME OF VSLS ARRIVAL AT THE PILOT STATION/ANCHORAGE BUT ALSO TO THE TIME OF VSLS ARRIVAL AT THE BERTH.

NOTICE OF READINESS TO BE TENDERED WIPON,WIBON,WCCN,WFPN.

KINDLY ENSURE THAT THE NOTICE IS BEING IMMEDIATELY ACCEPTED BY SHIPPERS/RECEIVERS RESPECTIVELY AND THAT VSL IS WITHIN PORT LIMITS WHEN TENDERING NOR. PLS ENDEAVOUR TO HAVE NOR TENDERED AND ACCEPTED BY SHIPPERS/CHRTRS/RCVRS WITHIN OFFICE HOURS.

WE RECOMMEND THAT VESSELS ARRIVING DURING THE NIGHT/OUTSIDE OFFICE HOURS, TENDER N.O.R. ON ARRIVAL AND IF IN DOUBT RE-TENDER 'WITHOUT PREJUDICE TO THE EARLIER NOTICE' AT THE COMMENCEMENT OF WORKING HOURS. IT MAY BE NECESSARY TO CHECK WITH THE AGENTS, PRIOR TO TENDERING N.O.R., IF THERE ARE ANY SPECIAL 'LOCAL REQUIREMENTS'.

PLS ENSURE THAT ALL HOLDS ARE SURVEYED AND PASSED BY SHIPPERS/CHRTRS/SURVEYOR(S) IMMEDIATELY ON ARRIVAL. SHOULD THE BERTH BE OCCUPIED, PLS REQUEST AGENTS TO ARRANGE SURVEY(S) AT THE ANCHORAGE ON ARRIVAL.

IN CASE VSL DOES NOT PASS SHIPPERS/CHRTRS SURVEY(S), VSLS CREW MUST IMMEDIATELY RESUME CLEANING AND TAKE ALL NECESSARY STEPS TO HAVE VSL PASSED WITH MINIMUM DELAY.

IMMEDIATELY UPON COMPLETION OF CLEANING, MASTER MUST REQUEST A RE-INSPECTION AND RE-TENDER NOTICE OF READINESS. ANY SECOND OR SUBSEQUENT NOR MUST INCLUDE THE FOLLOWING WORDING:

'THIS NOTICE OF READINESS IS TENDERED WITHOUT PREJUDICE TO THE VALIDITY OF ANY EARLIER NOTICE(S) OF READINESS'

STEVEDORE DAMAGE:

SHOULD ANY DAMAGE BE CAUSED TO THE VSL OR HER FITTINGS BY THE CHARTERERS OR THEIR STEVEDORES, THE MASTER IS TO:

- GIVE WRITTEN NOTICE TO THE CHARTERERS AND SHIPPERS/RECEIVERS IMMEDIATELY AFTER THE OCCURRENCE, INCL. FULL PARTICULARS OF THE DAMAGE CAUSED AND NAME AND ADDRESS OF THE PARTY ALLEGEDLY RESPONSIBLE FOR THE DAMAGE.

- PROMPTLY, BUT LATEST WITHIN 12 HOURS AFTER OCCURRENCE, GIVE WRITTEN NOTICE TO THE PARTY ALLEGEDLY RESPONSIBLE, GIVING FULL PARTICULARS OF THE DAMAGE AND ITS ALLEGED CAUSE, AND OBTAIN THE WRITTEN ACKNOWLEDGEMENT OF LIABILITY FROM SUCH PARTY, OR FAILING THAT, THE ACKNOWLEDGEMENT OF RECEIPT OF SUCH NOTICE.

- IMMEDIATELY ARRANGE, IN CONJUNCTION WITH CHARTERERS AGENTS, FOR THE DAMAGE TO BE SURVEYED AND AN ESTIMATE OF THE REPAIR COSTS GIVEN.

- AFTER HAVING NOTIFIED ALL PARTIES, YOU ARE REQUESTED TO TAKE ALL STEPS NECESSARY TO HAVE THE DAMAGES REPAIRED, PRIOR TO SAILING FROM THE PORT, AT THE EXPENSE AND IN THE TIME OF THE RESPONSIBLE PARTY.

- ALL NOTICES MUST BE COPIED TO THIS OFFICE.

BILLS OF LADING:

IT IS OF VITAL IMPORTANCE THAT THE BS/L INCORPORATE REFERENCE TO THE GOVERNING VOYAGE CHARTER PARTY. THUS PLS ENSURE THAT THE DATE OF THE C/P, DECEMBER 22 JULY, 2013, APPEARS ON THE BS/L.

WE SUGGEST THAT THE BS/L ARE CLAUSED AS BELOW, SUBJECT TO CHRTRS/SHIPPERS APPROVAL:

'ALL TERMS AND CONDITIONS, LIBERTIES AND EXCEPTIONS OF THE CHARTER PARTY DATED DECEMBER 22 JULY, 2013, INCLUDING THE LAW AND ARBITRATION CLAUSE ARE HEREWITH INCORPORATED'.

'FREIGHT PAYABLE AS PER CHARTER PARTY DATED DECEMBER 22 JULY, 2013

IT IS ALSO OF IMPORTANCE THAT THE BS/L SPECIFICALLY INCORPORATE A CLAUSE PARAMOUNT (GENERAL CLAUSE PARAMOUNT OR USA CLAUSE PARAMOUNT OR CANADIAN CLAUSE PARAMOUNT OR SIMILAR).

IT IS ALSO RECOMMENDABLE BUT NOT VITAL THAT THE BS/L ISSUED INCORPORATE:

- NEW JASON CLAUSE
- GENERAL AVERAGE CLAUSE
- WAR RISK CLAUSES
- BOTH-TO-BLAME COLLISION CLAUSE
- P&I DEVIATION CLAUSE

SHOULD SHIPPERS/AGENTS REQUIRE YOU TO AUTHORIZE AGENTS TO SIGN BILLS OF LADING, YOU ARE ASKED TO GIVE SUCH AN AUTHORIZATION IN WRITING AS PER ATTACHED

AUTHORIZATION LETTERS FROM AGENTS WITH DIFFERENT WORDING MUST NOT BE ACCEPTED/USED - ONLY THE WORDING AS PER ATTACHED.

PLS NOTE:

- CGO QUANTITY STIPULATED IN THE B/L MUST BE ACTUAL QUANTITY LOADED.
- DATE OF THE B/L MUST BE THE ACTUAL DATE OF COMPLETION OF LOADING.
- IF THE BS/L IS ISSUED IN COMPLIANCE WITH THE ABOVE INSTRUCTION AND MATE'S RECEIPT, AGENTS CAN RELEASE SAME TO SHIPPERS/CHRTRS IMMEDIATELY UPON SIGNING, UNLESS BS/L MARKED 'FREIGHT PREPAID'.
- IF THE BS/L ARE ISSUED WITH L/C NO. AND/OR FREIGHT RATE, PLEASE CONTACT THIS OFFICE FOR APPROVAL.

DEADFREIGHT CLAIM:

IN CASE SHIPPERS UNABLE SUPPLY CARGO QUANTITY AS REQUESTED BY YOU, PLS SUBMIT DEADFREIGHT CLAIM LETTER TO SHIPPERS VIA YOUR AGENT TO CLAIM PAYMENT OF DEADFREIGHT FOR ANY DIFFERENCE BETWEEN ACTUAL LOADED QUANTITY AND THE QUANTITY ORIGINALLY REQUESTED BY YOU ON ARRIVAL LOADPORT.

CLEAN BS/L:

CHARTERERS REQUIRE BS/L TO BE MARKED 'CLEAN ON BOARD', THUS YOU ARE INSTRUCTED TO STOP THE LOADING OPERATION IMMEDIATELY IF/WHEN IMPURITIES ARE FOUND, WHICH IN YOUR BEST JUDGEMENT WOULD AFFECT CARGO QUALITY. IF YOU ARE IN DOUBT, PLEASE CONTACT THIS OFFICE IMMEDIATELY. ANY UNCLEAN CARGO MUST BE REMOVED BY SHIPPERS AND BE SUBSTITUTED BY CLEAN CARGO, FAILING WHICH YOU ARE REQUESTED TO ISSUE DEADFREIGHT CLAIM FOR SHORT DELIVERY. PLEASE NOTIFY ALL PARTIES IMMEDIATELY AND CALL IN LOCAL P AND I SURVEYOR TO ASSIST. DO NOT RESUME LOADING UNTIL CLEAR INSTRUCTIONS RECEIVED FROM P AND I SURVEYOR AND CHARTERERS VIA THIS OFFICE. PLEASE REQUEST AGENTS TO PROVIDE SHIPPERS/CHRTS BS/L REQUIREMENTS PRIOR COMMENCEMENT OF LOADING. IF YOU HAVE ANY QUESTIONS/DOUBTS ABOUT THE CLAUSING OF THE BS/L, PLEASE CONTACT THIS OFFICE FOR CLARIFICATION.

B/L QUANTITY DETERMINATION:

AS PER GOVERNING C/P TERMS, B/L QUANTITY WILL BE DETERMINED BY JOINT DRAFT SURVEY. IN CASE THE DRAFT SURVEY FIGURES DIFFERS FROM THE SHORE WEIGHT FIGURES, PLEASE INFORM THIS OFFICE IMMEDIATELY AND DO NOT SIGN THE M/R OR BS/L. PLEASE ALSO ISSUE A LETTER OF PROTEST TO SHIPPERS/CHARTERERS AND INSERT A REMARK IN THE S.O.F.

IN CASE SHORE WEIGHT FIGURES TO BE USED FOR B/L QUANTITY - PLEASE ON YOUR DAILY MESSAGE INDICATE BOTH DRAFT SURVEY FIGURES AND SHORE WEIGHT FIGURES.

LOADING/DISCHARGING EXPENSES:

THE CARGO HAS BEEN FIXED ON A FREE IN/OUT TRIMMED BASIS AND HENCE ALL EXPENSES/RISKS RELATED TO THE LOADING/DISCHARGING TO BE FOR ACCOUNT OF THE SHIPPER/CHRTS/RECEIVERS RESPECTIVELY. HOWEVER THE LOADING TO BE CARRIED OUT UNDER YOUR SUPERVISION AND SUCH SUPERVISION ALSO TO ENSURE THAT NO FURTHER/ADDITIONAL TRIMMING IS REQUIRED AND THE MAXIMUM CARGO QUANTITY IS BEING LOADED.

VSLs GRABS ARE NOT TO BE USED UNLESS AUTHORIZED BY THIS OFFICE.

BUNKERS:

AT THIS TIME WE UNDERSTAND YOUR VESSEL WILL HAVE APPROXIMATELY 875 MTS HSFO AND WILL HAVE 1 TANK EMPTY FOR LSFO. AT THIS TIME WE ARE WORKING ON WHERE TO SUPPLY LSFO, BUT PLEASE KINDLY ADVISE THE MINIMUM AMOUNT OF LSFO THAT YOU WILL REQUIRE TO CALL VANCOUVER USA BASIS ABT A 7 DAY LOAD BASIS BUNKERING PRIOR TO ARRIVAL US ECA ZONE. ALSO ADVISE LSFO REQUIRED IF BUNKERED IN VANCOUVER FOR A 7 DAY LOAD + EXIT US ECA ZONE.

WE WOULD ALSO BE GRATEFUL IF YOU COULD ADVISE IF THE 875 MTS ROB WILL BE SUFFICIENT TO REACH OUR INTENDED DISPORT OF MASAN S. KOREA, AND FURTHERMORE GIVE US SAFE REACH FOR TAIWAN. WE WILL ADVISE OUR BUNKERING PLAN ONCE YOU HAVE ANSWERED OUR QUESTIONS.

FURTHERMORE, PLS ADVISE EST BROB OF ALL GRADES UPON ARRIVAL VANCOUVER, WA.

NOTICES:

LOADPORT: PLS EMAIL OR FAX DAILY NOTICE OF ETA TO SHIPPERS VIA AGENTS, COPIED TO THIS OFFICE.

PLS ALSO COPY IN BROKER SSY VANCOUVER ON ALL ETA MESSAGES:
SHIPPING@SSYCANADA.COM

DISCHPORT:

ON SAILING FROM LOADPORT MASTER TO EMAIL OR FAX RECEIVERS AGENTS AT DISCHPORT STATING QUANTITY OF CARGO LOADED AND BEST ETA. THEREAFTER MASTER TO EMAIL DAILY NOTICE OF ARRIVAL TO AGENTS AND THIS OFFICE.

ALL MSGS TO CHRTRS/SHIPPERS/RECEIVERS/AGENTS ARE TO BE COPIED TO THIS OFFICE.

LOADPORT AGENTS:

GENERAL

NAME : PACIFIC NORTHWEST SHIP AND CARGO SERVICES, (USA) INC.
ADDRESS : 2985 NW HARBORSIDE DRIVE SUITE 109, WASHINGTON
POSTAL CODE : 98660
CITY : VANCOUVER
COUNTRY : UNITED STATES

MAIN TELECOM

PHONE NR. : +1 360 5735465
FAX NR. : +1 360 5735787
E-MAIL : PNW-PORTLAND@PNWSHIP.COM
INTERNET : WWW.PNWSHIP.COM

DIRECTOR

NAME : CHRISTOPHER CUMMINS
PHONE NR. : +1 360 5735465
MOBILE NR. : +1 360 6092659
FAX NR. : +1 360 5735787
HOME PHONE : +1 360 5731691
E-MAIL : PNW@PNWSHIP.COM

DISCHPORT AGENTS:
REVERTING

WNI WEATHERNEWS:

PLEASE BE ADVISED WE HAVE SIGNED A NEW CONTRACT WITH WNI WEATHERNEWS. IN ADDITION TO PERFORMANCE MONITORING, THE CONTRACT INCLUDES CONTINUOUS OCEAN ROUTEING SERVICE FOR ALL LEGS WITH A DURATION OF 5 DAYS OR MORE – BALLAST AND LADEN. IN-BETWEEN VOYAGES (SHORT/COASTAL) WILL NOT BE SERVICED UNLESS SPECIFICALLY REQUESTED.

WNI WILL CONTINUOUSLY ASK MASTERS FOR THEIR UPCOMING PORT ROTATION AND PROVIDE SERVICE ON THAT BASIS. PLEASE LIAISE CLOSELY WITH WNI THIS RESPECT (EMAIL: LAU-WNI@SEA.WNI.COM).

ISPS:

MASTER IS INSTRUCTED TO REQUEST ALL ISPS AND OTHER PORT REQUIREMENTS FROM THE AGENTS, IMMEDIATELY UPON RECEIPT OF THIS INSTRUCTION OR AS SOON AS AGENTS ARE DECLARED.

MASTER IS ALSO INSTRUCTED TO COPY, TO THIS OFFICE, MESSAGES TO/FROM AGENTS.

E-NOA/D WHEN CALLING US PORTS:

THE NATIONAL VESSEL MOVEMENT CENTER (NVMC) AND U.S. CUSTOMS AND BORDER PROTECTION CBP) WILL NO LONGER ACCEPT NOTICE OF ARRIVAL/ DEPARTURE AND CREW MANIFEST SUBMISSIONS BY FAX.

PLEASE LIAISE CLOSELY WITH THE AGENT TO ENSURE THAT THE NOA/D WITH CREW MANIFEST IS SUBMITTED TO THE SATISFACTION OF BOTH NVMC AND CBP REGULATIONS.

PLS ACKNOWLEDGE RECEIPT OF THIS VOYAGE INSTRUCTION, BY REPLYING TO ABOVE.

BEST REGARDS,

J. LAURITZEN (U.S.A), INC.

SCOTT K. HENDERSON
ASST OPERATIONS MANAGER

OFFICE: +1 203 504 6217

AOH: +1 203 428 6291

MOBILE: +1 860-560-6042

EMAIL: OPERATION@LAURITZENBULKERS.US

WWW.J-L.COM